

ARRIVAL OF THE CANADIAN PACIFIC PIONEER STEAMER AT VANCOUVER.

On arrival of the *Abyssinia*, the pioneer steamer of the Canadian Pacific line, at Vancouver, her Commander, Captain Marshall, entertained the Corporation and others on board in celebration of the event. We take the following account from the *Vancouver Daily News*:

The passengers present were: Mayor McLean, Alderman Lafleur, Dr. G. G. Johnson, L. A. Hamilton, Alexander Lockhart, Mr. John Phillips, James Orr, M.P.P., Mr. D. Brown, C.P.P., T. T. Black, P.M., John Boulton, The Dean, Thos. F. McGuire, city clerk; F. W. Baldwin, city treasurer; John Davies, city auditor, and C. G. Johnson.

The reception was complete, the captain receiving his guests on the main deck, showing them the working of the ship, and the mysteries of the twin screws, after which they were invited to the saloon of the vessel, where was spread what the captain termed a slight repast, but which the visitors considered an ample repast.

During the reception, sundry hints as to the conduct of business as relative to inward and outward trade, were freely discussed, after which Captain Marshall concluded by apologizing for the want of preparation for his arrival, and for the workmen being engaged up to a late hour in making alterations, said that the trip now fulfilled was a pioneer one, and he trusted that it would be a pioneer of success, not only to the steamship company but to the C.P.R. and the city of Vancouver; but he felt that it depended upon the inhabitants of Vancouver as to the future of the project, inasmuch as they should stir themselves in order to find a market for the vessels which came here loaded, as others were placed at a disadvantage with the Southern line, who could find return cargoes. They (the Southern lines of the continent) had reduced their rates on purpose to force the action of the C.P.R. and steamer owners in increasing the freight, and it behaved all to be interested in the city's welfare to not shoulder to share in the profits it through and ensure success. The captain concluded his speech by some happy remarks as to the feeling at home, which Mrs. Marshall spoke of himself experienced in our city, and concluded by asking the company present to drink the health of the City of Vancouver, which was done with unanimous hearty cheers.

DISTANCES APPRENTINED IN VOLCANO.

VIRGINIA, 15th June.

There has been a dissolution of the Servian Parliament and it is feared there will be riots in Belgrade where no stamp is made to suppress anti-Austrian demonstrations.

COMMERCIAL INTELLIGENCE.

MONDAY, 17th July.

EXPORT CARGOES.

Per steamer *Opal*, sailed on the 15th for London, £338 the cargo, 90,450 lbs. 3,000 cases, 24,000 lbs. orange peels, 100 packages sundries, 12 bags waste silk, 10 packages sundries, and 156 packages sun-dries. From Amoy—100 half-chests tea, 7 packages sun-dries. From Amoy—100 half-chests tea. From Manila—90 packages cigar, and 35 packages seeds.

Per steamer *Mendana*, sailed on the 16th July—For London—10 bales waste silk, and 7 packages sundries.

IN ANSWER TO THE TOAST OF THE C.P.R. AND STEAMERS IN CONVENTION.

Mr. D. E. Brown, passenger superintendent, in responding, said that the company he represented were determined to do their share of the work and it only depended upon the people to assist the efforts they are making to make the whole a glorious success, not only for themselves, but for the people of Vancouver.

After a few words from Captain Marshall, Alderman L. A. Hamilton was called upon to speak, which he did concisely and clearly, declaring that he was proud to be called upon to respond for the C.P.R., with which he had been connected from its inception, and knowing the people connected with it, he had no fear of its future success. He hoped that Captain Marshall's next arrival in this port would offer him a banquet as commander of the first steamship of the Indo-China trade to arrive here.

Major MacLean proposed the health of Captain Marshall as a Scotchman, which was duly responded to only Scotchmen can do, to which the captain gave a suitable response, interposed with very interesting anecdotes, but which we space is not available to relate.

Mr. J. Orr, M.P.P., health, was next proposed, in response to which the mock-busker claimed that the mock-busker cleared the way for the after-comers to clean the shell, but all alike were thankful to see progress, and would do their utmost to push it through; the under-taking of the C.P.R. was the greatest feat of any age, and would bind the confederated provinces together, and in conclusion Mr. Orr said he felt proud that the first C.P.P. was to be present at such a gathering, and in celebration of the arrival of the first Indo-China steamer to Vancouver, and pictured a smiling future for our city.

Dr. Lafleur, on being called upon by the chairman, responded in a few happy remarks, amount which was a suggestion to Mr. Brown, the C.P.R. agent, to work up a new industry in bringing the trade of the great North West to Vancouver, which will be best suited to grind it, and from there distribute it to the Eastern Hemisphere for which suggestion Mr. Brown expressed his thankfulness and made a note of the same.

Major MacLean proposed the health of Mrs. Marshall, which was right royally received by all.

Captain Marshall responded in a very happy style and, whilst thanking the gentlemen present for their kindness, made of the correspondence he had received from Mrs. M. when other masters always advised him to "put a stout heart to a steamer."

After the health of the police magistrate, Mr. Black, had been drunk, the police dispersed, very much pleased with their reception.

THE "ABYSSINIAN" COMMANDER.

Captain Marshall of the steamer *Abyssinia* had the fortune to command some of the fastest steamships afloat and has won no less than five races from China home to England, which is a record that cannot be claimed by any Neptune. Capt. Marshall commanded the famous *Scamander*, the fastest vessel in the trade, and a number of races from China averaged 134 knots an hour, beating every previous record by long odds and which has not since been touched by any other vessel nor is it likely to be for some time to come. He has also had the honour of bringing the first China steamer to Vancouver, and his name will go down to posterity on the records of the port as so gallant and so well deserved. Capt. Marshall is a very inch a taller, bold, straightforward, and hearty; and during his visit has won many friends who will long remember his unbound hospitality and good fellowship. We will all be glad to see him back again.

TELEGRAMS BY CANADIAN MAIL.

The following telegrams are taken from Canadian papers brought by the Canadian Pacific steamer *Abyssinia* and sent on from Yokohama:

THE BRITISH GOVERNMENT REFUSE TO INVESTIGATE THE BODYKIE EVICTIONS.

London, 16th June.

The Government refused yesterday to order an inquiry into the Bodykies trouble. It is the inability to suspend the taxation during the Jubilee week. Mr. Dillon obtained leave in the Commons to move an adjournment in order to call attention to the Bodykies matter, and a lively debate ensued. Mr. Dillon insisted that a Royal Commission should be appointed to inquire into the conduct of the police in the evictions. Mr. Balfour declared this could not be done. He defended the police and ridiculed the idea of placing any reliance on the stories of sensational newspaper reports. When boiling water is poured on the police it was not surprising, he said, that they became excited. If Lordland O'Callaghan had taken this advice these scenes would never have taken place. Mr. Waddy, in an impassioned speech, detailed the horrors he witnessed in Ireland, and when he spoke the government would have cause to bitterly regret his course. Messrs. Harry Lawson and Alfred Pease, both eye-witnesses of the evictions eloquently narrated the scenes and confirmed the stories sent out by the reporters.

THE IRISH DESTROY A PRESBYTERIAN CHURCH.

DUBLIN, 15th June.

The Presbyterian Church of Parkgate was partially wrecked last night. The vicars were unknown, but they are presumed to be the successors of the Irish cause. The Ca-

tholics met to-day and formally denounced the outrage.

O'BRIEN'S RETURN TO IRELAND.

DUBLIN, 16th June.

O'Brien, the editor of *United Ireland*, who arrived at Queenstown to-day received an ovation. Scores of deputations from various places in Ireland were at the landing to greet him and escort him to the hotel. A large crowd gathered in front of the hotel and O'Brien was saluted, alauding to his American experience and thanking them for their cordial reception. O'Brien after receiving the addresses from deputations this afternoon will go to Cork, where he will be tendered the freedom of the city.

THE SHIPWRIGHTS STRIKE AT BELFAST ENDED.

BELFAST, 16th June.

The shipwrights' strike has ended in a compromise.

INTERNATIONAL KIDNAPPING CASE IN PARIS.

PARIS, 16th June.

A sensation has been caused in French high life by the successful kidnapping of the Countess Campan, recently deceased from Dae da la Torre. The kidnappers were masked and seized the Countess as she was walking in Bois de Boulogne. They took her jewels and present without any trace of the kidnap, and released her captors, who have managed completely to baffle her personal friends and the police. The Dae is a son of the late Marshal Sarrano of Spain. The Spanish embassy has instituted an感恩 search for the lady.

A WHOLE CITY BURNED IN SWEDEN.

STOCKHOLM, 15th June.

A terrible conflagration, which almost swept the town of Boteby, at the northern extremity of the Gulf of Bothnia. The fire broke out yesterday evening. A strong gale was blowing and the fire spread rapidly. It has been blowing all night. All efforts to stop it have been fruitless. The town hall, government offices, the church, the hospital and dispensary, and other public buildings have been destroyed, and whole streets are in ruins. The fire has continued, and it is doubtful if the fire will cease until it has no thing further to consume.

ANOTHER TOWN BURNED.

BUCKINGHAM, 15th June.

The town of Boteby has been destroyed by fire. In all 800 houses were burned to the ground. Several persons have been found among the ruins.

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EXCHANGE.

ON LONDON.

Telegraphic Transfer 3/4

Bank Bills, on demand 3/4

Bank Bills, 4 months' sight 3/4

Credits, at 4 months' sight 3/4

Documentary Bills, at 4 months' sight 3/4

ON PARIS—

Bank Bills, on demand 3/4

Credits, at 4 months' sight 4/02

ON NEW YORK—

Bank Bills, on demand 7/5

Credits, 60 days' sight 7/4

ON BOMBAY—

Telegraphic Transfer 3/24

Bank, on demand 3/23

ON CALCUTTA—

Telegraphic Transfer 3/24

Bank, on demand 3/23

ON SHANGHAI—

Bank, at sight 7/2

Private, 30 days' sight 7/2

SHANGHAI—

Shares 3/4

ON HONG KONG—

Shares 3/4

ON LONDON, HAVRE, BORDEAUX, DUNKIRK, AND ANTWERP.

ON THE 5th JULY, 1887, AT 4 P.M.

STATION. Temperature. Humidity. Wind. Barometer.

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NEXT ACTS.

INTIMATIONS.

FORAGING ON THE ALTAR.

When General Martinez of Mexico was fighting against Maximilian he and his soldiers were in the habit of taking what they wanted from the people, even going so far as to levy on the treasures of the churches. One day the sexton of a certain church found two of the soldiers from the army of Maximilian on their knees before the altar of Our Lady of Guadalupe. The shrine was covered with coins and jewels placed there by devotees on offering up prayers for the safety of absent ones, or in gratitude for deliverances from some peril. And one of the "machiros" was praying like this: "My dear, holy lady! I'm a poor boy, I've been in the army a year, and I haven't made anything so far. I've a very poor family. They may be starving. I'm obliged to take some of these precious things. If I have good luck in doing some other thing I'll return these." So saying he arose from his knees, walked up and coolly swept the shrine of the valuables.—*N. Y. World*.

THE ALBATROSS AND FRIGATEBIRD.

The most wonderful thing about the albatrosses is their flight. It is an unfailing source of interest. They very rarely fly their wings, but keep the fluent tenor of their way with giant wings outstretched and motionless. We see and partly understand it, since in common cases the forces which produce it govern it can be determined; but we can have no realising sense of it. But over and above the case of ordinary birds, problems of flight remain which almost baffle science. What power conveys the impetus at a level, for furling after furling, to sweep upwards without effort at the last? How do the condors sail round Antennas and Soratas without the least vibration of their wings? Sure, when they are rising from the ground, Mr. Darwin, during a long and unromantic scrutiny, failed to detect a tremor of their quills. He was driven to surmise that in a fluid like the air, where friction is so slight, the frequent vigorous movements of their necks and other members might suffice for progress as they floated on their vast supports. But albatrosses do not move at all, except by a slight bending of the neck from side to side as they search the waves for any nutrient morsel. Fly they do not, in any common sense, but sail; to this conclusion we are forced. The opinion is confirmed by the continual alterations of the angle of their wings (that is, of the whole bird, with wings always in a line with one another) with the surface of the water, which probably is done to get the full advantage from every little puff and current. These take all sorts of turns, often at a steep inclination up or down, and the albatross, when he feels the breeze, at once assumes, with faultless instinct, the angle which will give him most propulsion. In consequence of this, his flight often exhibits a great variety of motions, or rather variations of direction, swerving to right or left—obliquely upwards—whichever it may suit him. The act of turning is accompanied by a corresponding change of inclination; thus as a skater leans over to the centre of a circle of which he describes an arc, so the albatross, when swerving to the right, alters the angle of his frame so that the left wing is elevated and the right depressed. When making sudden turns, he is sometimes absolutely vertical, as perpendicular to the water as a pine-tree to the ground. Sometimes he glides with even motion just above the waves, rising and falling with them as though uplifted by the same hydraulic impulse. It is no harder for him to keep up with the ship, as he ranges far and wide in all directions round it, than it is for summer flies to buzz about a horse's head. To describe the frigate-bird (*Albatros aquila*), we will translate some paragraphs from the chapter of Michelet's "*L'Oréa*" entitled "*Le Triomphe de l'Aile*." Michelet seems certainly to have thought hyperbole at times well suited to the subject. Without disputing this, it may be well to say that eight or ten feet as the expanse of the frigate-bird's wings is probably a nearer estimate than the fourteen of our author: "This is the little eagle of the sea, chief of the winged race, the hardy mariner that never fails to sail, the monarch of the tempest, disdainful of all dangers; the man-of-war, or frigate-bird. We have reached the end of the series which began with wingless birds. Here we have the bird that is nothing else but wing. Speak not of his body—no larger than a cock, with those prodigious wings extending 14 feet! Flight, the greatest problem, is here not merely solved; it is transcended even, for flying seems superfluous. A bird like this, upborne by such supports, need only let himself be wafted by the wind, and he is carried along."

Y E E S U N G & C O., COAL MERCHANTS, have always on hand LARGE STOCKS OF EVERY DESCRIPTION OF COAL. Address:—Caro of Messrs. KYONG SUNG & Co. No. 63, PRATA. [1887]

SHIPS COMPRADEORE, STEVEDORES, AND MERCHANTS. PROVISIONS SUPPLIED AT THE SHOUT NOTICE. No. 23, PLATA CENTRAL. 駕客炭業公司 [1887]

W I N G T A I & C O. FOR SALE: REEDS, GOLD FOIL, (dry). Do. (extra dry). DRY Do. (extra dry).

C A L O W I T Z & C O. Sole Agents for HERTZBERG & CO., BEIJING. For Hongkong, China, and Japan. Hongkong, 1st January, 1887. [1887]

FOR SALE: A Collection of about 400 UNPOLISHED GEMS. Can be seen on application at the Office of this Paper. Hongkong, 26th February, 1887. [1887]

FOR SALE OR TO LET: THE Property known as "THE CLIFFS," near Mount Gough—the Peak. Apply to ADAMS & JORDAN. Hongkong, 24th February 1887. [1887]

I F you want JAPANESE GOODS at Reasonable Prices, Go to GASSHIBU'S STORE, Bremen's Arcade, A Large Assortment of New Satsuma and other Ware, Books, Tea Services, Screens, &c. New and Second-hand FURNITURE etc. Lowest Prices! [1887]

S U M M E R T I M E T A B L E. THE KOWLOON FERRY.

STEAM LAUNCH "MORNING STAR." Runs daily from Ferry boat between PEDDALE'S WHARF and Tsim-Tsui-Tai at the following hours:—This Time Table will take effect from the 15th April, 1887.

WEEK DAYS. LEAVES HONGKONG. LEAVES HONGKONG.

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